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<http://autos.groups.yahoo.com/group/1937and1938Buicks/>

or

WWW.1937and1938Buicks.com

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BUICK CLUB

1569 WABASH AVENUE, SPRINGFIELD, ILLINOIS 62704

VOLUME 1 ISSUE #9

November 1, 1982

Dear Members,

I know...This issue is late too...This one man operation is having a hell of a time being a Saleman, Auto Mechanic, Car Restorer, Editor, Technical Advisor and... Show his 37 for the first summer. Well the delay has been worth it as I have met a lot of the members this year by going to all of the shows. I have been to the Buick Nationals in PA., The Buick Regionals at Indy, An A.A.C.A. Show in Iowa, Hoosier Show at Indy and To Hershey. My poor truck is about worn out...After two years of hard work you've got to take a break and travel a little. Well summer is behind us now so we can get on with our winter projects and mine is being your Editor so I'm back on the job now.

Lets all give some serious thought to having an annual 37/38 Buick Show and Swap Meet.. I think the idea is super. All we need is a few months of planning and were set. If we were to take John Steed's advice and hold our first one at Indy I think it would be a great start as John and Doug Becker have the experience to pull it off and we can all have a great time..The first thing we need is comments from ALL OF THE MEMBERS NOW...Who knows..maybe the bulk of the members will want to have it in California..After all. Dug Waggoner says we can stay at his house in San Francisco. If all 353 members sent in their ideas then we could make a decision that we could all live with. Write your ideas on a seperate piece of paper from your other requests and I will forward them to whomever is in the part of the country that is requested the most, as we have members in every part of the country that I think I can Con into organizing the Meet. As an example we have about 150 members with in 300 miles of me now. We need a vote on Which Part of the country, Which month and whatever else you would like to have at our First Show. Start writing me your ideas and I'll start on issue #10

Dave

MEMBERS NOTE...In issue number eleven (11) I will be publishing our annual Roster issue. It will contain a listing of all members including information on your Car and your address and phone number. You have all seen your information published in the past so if you want any changes made I need the information NOW...

Some of the members have not given their phone numbers. If you want them listed please send them to me. I will put your home and work or none if you wish. Also I would like to get the exact model everyone owns. Most people just put 40 or 60 which does not tell me which exact model you own. Please everyone review your name in past publications and see if you want any update before I print the 83 Roster.

CLUBS FISCAL YEAR ENDS WITH ISSUE #12

PLEASE HAVE YOUR DUES PAID DURING THE MONTH YOU
RECEIVE ISSUE #12 TO AVOID INTERRUPTION
OF YOUR NEWSLETTER



BUICK CLUB

1569 WABASH AVENUE, SPRINGFIELD, ILLINOIS 62704

BUICK CLUB RULES & REGULATIONS

Effective 6-1-82

A INDIVIDUAL MEMBERSHIPS

You must be the proud owner of any model 37/38 Buick or in the pursuit of...

You must understand that the sole purpose of this Club is to preserve and to maintain these fine cars.

You must understand that for this club to survive, you must participate in some form during the course of your membership in order for you to remain in the club. If the bulk of our members "read" only, we can not survive.....

You must understand this club is based on it's membership being "hobbyist" and you are to treat each other in this vain.

All Advertising to Individual Members is "Free" limited only by space available

The Editor reserves the right to reject any and all memberships that are found to be engaging in un-ethical practices.

Any member that is selling parts as a sole means of making a living will be required to pay commercial rates for their advertising.

B NON MEMBER ADVERTISING

Non Member Advertising will be allowed on a Free Basis..This will only be allowed in the "PARTS FOR SALE" and "CARS FOR SALE" sections.....

C COMMERCIAL VENDORS

Commercial Vendors may join our club.

It is not required for Vendors to join our club in order to advertise, but if they do join they will receive all issues in order to keep abreast with our activities.

The Editor reserves the right to reject any Vendors application that is found to practice un-ethical practices in our sport.

A Free issue will be sent to any Vendor Advertising in a current issue.

D COMMERCIAL ADVERTISING RATES

One Full Page...\$35.00 One Half Page..\$20.00 One Quarter Page..\$10.00

E DUES AND POSTAGE

Membership runs from Feb 1 thru Jan 31 of each year-...Annual Dues \$20.00 (Bulk Mail)
First Class Mail \$6.50 extra per year. Overseas Members, Air Mail, \$45.00 per year.
Canada, First Class Only, \$26.00 per year. August thru Jan..½ price

THE BUICK NATIONALS...BETHLEHEM, PA. 1982

PROUD 1938



After many months of waiting and spending many hours of cleaning and waxing and preparing my 1938 Opera Coupe, along with my truck and trailer, the "DAY" finally came to leave for Bethlehem.

We decided to leave at 4:00 A.M. with our caravan of 4 Buicks from Chicopee, Mass. In darkness, the trailer was hitched, the truck was parked with luggage and with excitement I hurried to the garage to load the Buick on the trailer.

I turned the key, hit the starter and in horror..found the battery was stone dead. I later discovered that two days previous while reaching inside to clean the opera windows my arm brushed the dome light switch and guess what..Dead Battery.

After getting my mechanic out of bed at 5:00 A.M. and going to the station to pick up a battery charger, we finally loaded the coupe and we were on our way. Luckily I brought a fresh battery for our arrival in PA. I found the seven year old battery was finished and in 96 degree heat installed the new one and the rest is history.

We had a lot of fun showing our Coupe and were overjoyed to be honored with a First Place Trophy. After a fabulous Buick Week, we started the long journey home.

Jerry Landry #263

1982 WINNERS...BUICK NATIONALS

JERRY LANDRY 1st PLACE
TONY ROMERO 2nd PLACE

CONGRAGULATIONS FROM ALL OF US





A MEMBER SUPPORTED

NATIONAL BUICK CLUB

MAIL

Letter from John Steed #132

Dear Dave,

I want to tell you how much I appreciate the 37/38 Swap n Sell. I am currently taking Hemmings, Cars & Parts and the Buick Bugle, but almost all the parts I've found have been thru the 37/38 Swap n Sell.

Also I wish to offer to help set up a 37/38 Buick Car Show if Indianapolis is a good location for such a show. Doug Becker and I have helped with all the Central Indiana BCA Shows and we believe that we could have a great 37-38 show here in Indy.

It was nice talking to you at the Hoosier Show and seeing your very nice 37. Also congratulations on your First Place win.

Below are some ideas for our first 37/38 Show.

We could start Friday around 3 to 4 P.M. with registrations and have a Friday Evening get together with a cash bar. On Saturday we could have the Car Show and Swap Meet until around 3 P.M. If we could invest \$150 we could rent the inner field at the 500 Track and have a track tour and take the cars around the track a few laps. Saturday evening we could have a banquet and awards at a local motel. We could give awards for "Best of Show", Best "Open" 37, Best "Open" 38 and best Closed 37 and Best Closed 38 and an award for Furthest driven. The main thing needed to pull this off is for our members to jump in NOW to help organise this event for next summer.

John Steed #132

Dear John,

You are the first person to step forward and volunteer to help on this project. THANK YOU...I need more people to join in and help me with this Club. It seems that everyone enjoys what I am trying to do, but only about five of us are doing anything to promote the effort. In the last two months I have become discouraged with the member participation and have written it off to "Summer Activities" as I know I have also been very busy this summer with car shows and have been neglecting my duties as our Editor. Well..Summer is over so lets get going and make this Club one of the best there is. I knew this first year was going to be a Growing Period and I am finding all of our problems out now as we approach the end of our first year. The one and only big problem is this One Man Operation as your Editor of Swap n Sell. It is just too big of a job for one person to handle for twelve months. I think the solution for next year is to publish bi-monthly thru the Summer months and monthly thru the Winter when I have more time and when the members seem to have more time to write in with their needs. The mail almost came to a halt thru the summer and is now pouring in the last two weeks. The last problem I have, which is my fault, is the money. Including this issue, I have four issues to publish at a cost of \$350.00 each to complete the year. At the start of the Club I sent out 800 issues three months in a row at no charge to try to get members so the Club could survive. That gamble worked, but we are now short of funds because of it. Of the \$1400.00 needed to finish the year we have about \$900.00. I am going to put in the extra to fulfill my obligation and hopefully in January when the new year begins, everyone will rejoin for next year and our money problems will be over. With the size of the Club as it is today, we will be an on-going Club from now on. I wish we could, in some way stimulate the members to put more input into the Club. Any ideas would be appreciated as I know you and Doug have a lot of experience in the Buick Club.

Dave

Tony Romero #172 1937 46C Coupe

Dear Dave,

This is a story about my 1937 46C. I bought the car in September of 1958. It was a pretty solid Car, but it needed quite a bit of work. There were no floors to speak of, the rear quarters were gone, no rocker panels and worst of all it needed a Valve Job. In the winter of 1958 I repaired the Floors, did a complete brake job and ground the valves. In 1959, in the early spring, I began driving although it still needed a Top and upholstery.

That summer is when my Love Affair started with my 37. I drove it as a regular car and continued to every year until the spring of 1963. At that time I found a 1941 Buick Super Convertible. During the next 14 months I devoted my time to restoring the 41 and put the 37 in storage. It was four years later when I sold the 41 and my love affair for my 37 came back to life.

She was kind of angry at me for neglecting her for so long (I think) because she would not start and I had a lot of small problems with her. When she saw all of the attention I was giving her she got over it quick. I finished the complete restoration in Feb. of 1969. We went to our first show in May and all summer long she was a 1st place winner and I was sure proud!

In 1973 I decided to take her to Hershey to see how good she really was. Well it took a 2ed in a class of 76 cars and it was a 1936 Ford Convertible beat her. I was still proud of her. The following year They put the Fords in a class by themselves.

From 1969 to 1976 I took her to all of the local Car Shows, usually on a trailer with the exception of 3 or 4 times.

In 1980 I started to going to the meets with Jerry Landry and I am really surprized when I take a 2ed, especially against Terrys Car which is beautiful.

Thru the years of 69 thru 82 I've received 53 1st, 12 2ed, 5 3rd place awards and many, many times, nothing at all, but my love affair with her has grown stronger thru the 24 years I've owned her. She's part of the family & She deserves to be pampered & loved.

Win or lose..I'm sure of one thing..She's mone and I'll be driving her home.

Tony Romero #172



Where There's Roadmaster There's *Life*

THERE was a day, and not so long ago, when you had to choose between the comfort of size and the thrill of brilliant behavior if your tastes ran to a car in the general price range of the Buick ROADMASTER.

But here's a car only three inches short of eighteen feet, with interior room to spare and the solid, roadsteadiness of ample weight—yet it can step you up from ten to sixty in eighteen seconds flat, produce

all the m.p.h. you'll ever need, and, in Proving Ground tests, deliver 16.5 miles per gallon at thirty!

Such statistics are impressive. But even they fail to picture the life and spirit of this truly great traveler. It is that spirit that puts ROADMASTER so much in evidence today wherever life and action have the call; when you've tried it we think you, too, will wonder if ROADMASTER has any equal within a thousand dollars of its price!

WHEN BETTER AUTOMOBILES ARE BUILT BUICK WILL BUILD THEM



"Better buy Buick!"

A GENERAL MOTORS VALUE

STEELE

Quality Reproduction Rubber Parts

FOR

Buick



B-37

1936-37 Pad, accelerator pedal, 1248053, slip-over type with heavy retainer lip to fit over orig. pedal after stripping old rubber off.

1936: Ser. 80, 90

1937: All.

B-37 \$12.00/ea.



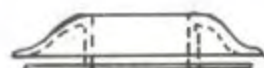
B-38

1938-40 Pad, accelerator pedal, 1304152, rubber flanges all around as orig. to fit over pedal carcass.

1938: All.

1939-40: Ser. 80, 90.

B-38 \$12.00/ea.



C-50

1936-37 Grommet, fuel filler neck, #497190, fully duplicates orig. w/ large retaining flange, for neck dia. 2-1/8" to 2-1/4".

1936: All

1937: Ser. 80, 90

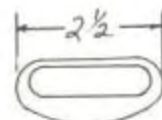
C-50 \$15.00/ea.



B-67

1937 Grommet, fuel filler neck, 1299197. Ser. 40, 60.

B-67 \$12.00/ea.



C-74A

1936-37 Mtg. gasket, windshield wiper transmission, #4065094. Carefully made to proper outline with smooth radius at edge. Mounted on cowl.

1936: All

1937: Ser. 80 & 90 exc. conv't

C-74A \$ 2.25/ea.



C-74B

1937-38 Mtg. gasket, windshield wiper transmission, #4074294, #4082366. Carefully made to proper outline with smooth radius at edge. Mounted on cowl. Ser. 40 & 60.

C-74B \$ 2.25/ea.



C-286

1938-40 Gasket, windshield wiper transmission mounting, #4082367. Ser. 80, 90.

C-286 \$ 2.25/ea.



C-224

1936-37 Gasket, cowl vent, #4060703, 4074284, original solid rubber configuration, not a sponge substitute.

1936: All

1937: Ser. 80, 90

C-224 \$12.00/ea.



C-143

1937-41 Gasket, cowl vent, #4081958. Perfect copy of original, not a sponge substitute, top quality material.

1937: Ser. 40, 60

1938-40: All

1941: Ser. 40, Models 44, 44C, 44S, 47, Ser. 50, 70 All

C-143 \$12.00/ea.



B-83

1934-40 Rebound pad, front suspension, upper arm, on frame, 1282841, rubber body, steel core with 5/16" stud.

1934-35: Ser. 50, 60, 90.

1936-40: Ser. 80, 90.

B-83 \$22.00/pr.



C-215

1934-40 Bumpers, front spring, lower arm, #1394226.

1934-35: Ser. 40

1936: All

1937-40: Ser. 80, 90

C-215 \$22.00/pr.



C-329

1937-39 Bumpers, front spring, for upper arm on frame, #1298323. Series 40 & 60.

C-329 \$15.00/pr.



B-125

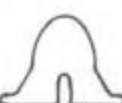
1937-40 Bumper, rubber, front suspension, lower arm, 1312460.

1937-39: Ser. 40, 60.

1940: Ser. 40, 50, 60, 70 all,

except Ser. 50 & 70 convts.

B-125 \$18.00/pr.



B-230

1937 Bumper, rear axle-to-frame, 1298301, 2/car. Ser. 40, 60

B-230 \$20.00/pr.

TO ORDER: list quantities, part numbers, and prices, include 10% for packaging and shipping (NC residents also include 3% state sales tax), and mail to

LYNN H. STEELE
DEPT. 37-38

Route 1, Box 71-W
Denver, North Carolina 28037
PH: 704-483-9343





A MEMBER SUPPORTED
NATIONAL BUICK CLUB

1938

Literature

FULL LINE SALES CATALOG

Two were offered, 11"X16", one with a black cover (the one most commonly seen) and one with a yellow cover. More models are shown in the black edition so the one with the yellow cover probably represents an early edition.

BUICK MAGAZINES

These were mailed monthly to Buick owners and prospects. They were 8½X11" in size. The October, 1937 edition was the Announcement Number for the 1938 model year and carried the full color fold out displaying all models. The two booklets, five pages each, 4½X8" were printed to promote the new features of the Dynaflex engine and the new Four Wheel Springs.

PRESCRIPTION BUICK for DOCTORS

Buick was always known as a good doctors car and to go after this segment of the market a 7½X9½" two page fold out mailer was printed to interest doctors in coming in to see the new 1938 models.

"MOTORINGS BIGGEST NEWSBUICK LETS GO BOTH BARRELS"

A 12"X15" two page newspaper type mailer was used for advertising.

1938 BUICK CONSTRUCTION AND SPECIFICATIONS

Product training was always important at Buick and to train salesmen a special sales training school was held. The 8½X11" sixteen page study guide was printed as a part of the training program.

1938 TURRETT TOP BODY

Fisher Body printed a four page fold-out featuring Buick and the 38 Turrett Top Body.

FLAT RATE BOOK

This 5X8" book could be found in the service department to allow pricing of repair work.

OWNERS MANUAL-SELF SHIFTING TRANSMISSIONS

One of the more interesting and rarer pieces printed by Buick for the year was a special little owners manual printed for the glove compartments of those cars built with the new Self-Shifting Transmission for 1938.

OWNERS MANUAL-STANDARD CARS

The normal owners manual was printed in the same physical dimensions but had 96 pages and a lubrication chart

PRELIMINARY PARTS BOOK for BODY PARTS

This book was released along with the normal Chassis & Body parts catalogs.

FULL LINE FOLD-OUT

This was printed as a hand out for dealers.

Literature

ESTIMATING BODY DAMAGE

A booklet, 52 pages long, 8½X11" was printed in cooperation with the GM Fisher Body Division. It was intended as an aid for the Body Shop and featured body repairs to a 1938 Buick throughout.

1938 PRICES, COLORS, EQUIPMENT, ACCESSORIES & TERMS

A little 4½ X 6½" fold out was printed as a pocket aid for salesmen. It covered in quick reference form the normal questions asked by a customer during the demonstration period.

ACCESSORIES FACTS BOOK

A 4½ X 6½" booklet was available and listed every available accessory for the year.

DEALER WALL CHARTS

These were made up in full color and displayed individually every model Buick offered in 1938.

SHOP MANUAL

This was printed as normally but this year two additional service aids were added. They were the following...

SELF-SHIFTING MANUAL SUPPLEMENT and BUICK SELF-SHIFTING TRANSMISSION 1938 BOOKLET

DEALER SERVICE BULLETINS

These were published this year as in previous years. Around 96 pages were published.

BUICK ENGINEERING INFORMATION for 1938

This was a very rare spiral bound booklet which was produced for internal use within the dealer organization

A MANUAL of CONSTRUCTION and SERVICE

This was printed by the Fisher Body Division for the 1937 and 1938 models combined, It was the same size as the shop manual.

ENGINEERING INFORMATION for FACTORY-BUICK MOTOR DIVISION, FLINT, MICHIGAN

Published for assembly plant use only. It is a detailed in all engineering assembly areas and it instructed the assembly plant production people in the important areas to watch that could cause problems when assembling the 1938's.

SALESMANS FACTS BOOK

This book was printed again this year which measured 4½ X 6½", it contained a complete reference guide in pocket form for all models being offered in the various Buick series.

COLOR & FABRICS BOOK

This book was printed again this year with large padded covers to help in the selection of paint and interior choices.

IN SUMMARY

Magazine Advertisements were again placed in a variety of offerings and are always interesting to read. Buick Post Cards were printed for prospect mailing with at least two different models pictured. This is the first year where these post cards were used though there certainly could have been earlier examples.

The following information was taken from the Buick Bugle Issue May 1976 and was written by Terry Dunham B.C.A. #217 and books furnished by Howard Johnson.

BUICK MOTOR DIVISION

General Motors Sales Corporation
401 NORTH BROAD STREET
PHILADELPHIA, PA.

BULLETIN NO. P&S # 34

VALVE-IN-HEAD



STRAIGHT EIGHT

September 27th, 1937.

TO ALL BUICK DEALERS:

On some of the first 1938 series 40 engines, you may experience a slight hesitation or flat spot accelerating at real low speeds.

The correction for this condition is as follows:

Check ignition timing and spark plug gaps.

Check valve lash.

Refer to #31, page 143, in the 1938 Shop Manual and relocate accelerating pump nozzles so that the fuel stream hits the wall below the venturi, just above the throttle valves.

It is unnecessary to remove the carburetor in order to line up these priming pump nozzles - it is only necessary that the air cleaner be removed in order to reach these parts.

In the event that the above does not produce the ideal take-off, shorten the heat valve thermostatic spring 1/2" as per instructions in EPS 196, page 258.

Very truly yours,

A handwritten signature in cursive script, appearing to read "E. McAllen".

E. McAllen,
Zone Parts and Service Mgr.
Buick Motor Division,
General Motors Sales Corporation.

EMcA/MB

for 1937
"It's Buick again!"

Letter from Bob Trueax #351

Dear Dave,

It has been my attention to join the 37-38 Buick club from the start, but for one reason or another I have procrastinated. Enclosed please find my application and fee.

In a recent issue of your news letter, there was an article about upgrading your engine. It talked of using rods, pistons, bearings and the head from later engines to improve performance and reliability. This is all well and good, and will accomplish the intended results IF they are used in the right combinations, and everything is put together correctly. In the case of 1937 Buicks, an incorrect combination could result in DISASTER.

The 1937 Buick pistons are of the flat top design, and the combustion chamber in the head is planned accordingly. If later pistons are installed and the 37 head is used, and you happen to get the head bolted in place because none of the pistons were at TDC, the first revolution, if you can turn it over, will break or bend something in each cylinder. There simply is not room for the later pistons using a 37 head. Later pistons may be used in 37 engines, providing the correct head is used with them. (See next paragraph)

1938 and all later straight-8 engines used a piston of the pop up design. 1938, 39, and 40 were similar, and may be used with the heads from those years without problems. In 1941, the piston was redesigned to give the new "Fireball" design, and the pop up was actually less than on the earlier engines. Therefore, if you use the 41 and later pistons with the earlier head, the compression ratio would be decreased from 6.15:1 to 5.34:1, a situation not acceptable in what we are trying to do. The 41 and later pistons may be used if the 41 and later head is used, however, there is still a slight problem. The position of the thermostat housing was changed slightly in 41, causing a distortion in the rubber bypass tube when every thing is hooked up. It works, but is just enough off to show, and to cause undue strain on the hose.

Connecting rods with the insert type bearings are a very good change to make, especially now, since rebabbiting of rods, while not extinct, has certainly lost a lot of its artistry. Buick went to the insert type rod in 1949, and rods from 1949 series 40 and 50 and from 1950 series 40 may be used. Be sure the engine is 248 C.I.D. Rods from the 263 C.I.D. engine will not work. Some engines were changed as a replacement, so check it out. For the larger engines, used in the 60, 80, and 90 series, rods from 1949 through 1952 70 series engines will work fine. One note, however, the crankshafts in the 1947 and earlier Buicks were not held to as close a tolerance in the grinding process, and any differences were taken up in the individual fitting of the bearings by use of shims. Care should be taken in fitting the later rods, especially if the crank has not been reground,

(OVER)

PAGE 11



A MEMBER SUPPORTED
NATIONAL BUICK CLUB

MAIL

From last page. Bob Trueax #351

to be sure all clearances are correct, If they are not, the result could be premature failure.

The foregoing notes on pistons and heads apply to all series, and of course it goes without saying, if you have a 40 series engine, you must use 40 or 50 series parts, and if you have a 60, 80, or 90 series engine you must use parts from a 60,70,80, or 90 series.

One change that can be made on any engine and will help slightly, is the use of the 41 and 42 pressed steel head gasket. This is less than half the thickness of the regular gasket, and will increase your compression slightly. Again, a word or warning. This gasket will not fill in high or low spots in a warped head, so be sure to have the head surfaced before installing this type gasket.

Just remember, the parts listed in the previous article are all usable, and may be used to advantage, but should, and in some cases MUST be used in the correct combinations.

Sincerely,

Robert L. Trueax

Dear Bob,

Thank you so much for this information. We appreciate your taking the time to share your experience with us, Welcome to our club.

Dave

Glenn Preston #65

We are planning to take our 37 to the Nationals this year in Columbus. I would like to see someone do an article on the preparation of an old car for such a drive. Also any tips they may have on the Nationals such as..Whats going on..what to see and what not to see etc etc.

I think I'll put a few guys on the Spot....The following members are in Ohio and I would like one of them to do an article for us on Preparation for the Nationals.

The Following are....#18-143-20-25-35-57-62-69-102-107-108-127-196-206-201-216-229-245-270

If we get no response from these guys, we know who to blame...

Dear Dave

I thought I would drop you a line and tell you about one of your Advertisers. In one of the first issues you sent to me there was an article from Mr. Hunley Acuff in Rossville, Ga. wanting someone with a 37 or 38 60 series car to send him their Runningboards to use as patterns to make new covers. I contacted Mr. Acuff and talked to him because I was in need of new Boards for my car and had a good pattern.

We made the necessary arrangements to get the Boards from Memphis to Rossville for him to start work. We have talked several times in the past 2 to 4 months about the progress of the Boards and I understood completely about the time lag because he had to build the mold. Mr Acuff was always very easy to deal with from the first time I talked with him.

Last week I received a note saying the Running Boards were ready and I wrote him instructing him to ship them. As you know when you deal with someone out of town you never know what you are going to receive for the money you have spent. I picked up the Runningboards at the Trucking company (very anxious to open the crates) and returned home. I then proceeded to open and see the long awaited finished product..SUPER! I would have to say Mr. Acuff does some of the FINEST, most detailed work, I have ever seen, since I have been in the "Old Car Hobby", which has been 18 years. For what it is worth I would recommend Mr Acuff work to anyone. It was a very pleasant experience to receive good quality work as was represented

Thanks,

Dennis Russell #240

Dennis,

I too had Mr Acuff make covers for my 37 series 41 and was very happy. There was a slight problem with his first mold and we worked together to find the solution and he sent me the re-designed set which solved the problem for anyone in the future. My car now looks like it did when it rolled off the line in 1937..Thank You Mr Acuff...

Dave Lewis #237

COVER CAR

DAVE LEWIS..1937 SERIES 41

Since I have been unable to get any of the members to send a 5X7 photo and a story about their car for our cover I guess I'll put my own on this month. I would much prefer to see the members cars rather than my own as I have been looking at mine for the last twenty five years. My father found this car abandoned on the street 25 years ago. He then proceeded to have the cars paint stripped off and a new set of seat covers installed with the intention of driving it to work for some fun. When the body shop completed the enamel job the car looked so good that everytime he would park the car kids would think it was a Hot Rod and Try to raise the hood to check out the engine. Well it took about one week to get the tops of the fenders scratched up from the inexperienced kids playing with the hood. Dad was so upset that he decided to put the car away in storage for one of us kids to deal with the car another time.

That began a 25 year period of moving the thing from one warehouse to another until the entire family was tired of pushing it. My father would never sell the car to me or my brothers in fear we would make a street rod out of it. He always said someday when I'm gone you will all own it and then you can do what you want. Well he passed away about three years ago and now it was up to my mother to do something with the old Buick. The only fair thing was to offer it to all of us and the top bidder takes all.

COVER CAR

(PART 2)

Fortunately or unfortunately (I haven't decided which yet) my three brothers had no interest at all. I didn't really have a big interest myself, but a bunch of guys were wanting her bad to make a street rod out of it and I did not want that to happen out of memory of Dad. My first intention was to put the motor back together which my little brother had removed three years earlier to overhaul and had lost a bunch of the parts for. The car was in pretty bad shape after being shoved all over town for 25 years and needed everything redone just to get it running. One thing led to another and before long I was staring at a bare frame sitting on my garage floor crying for help. This was also my first attempt at a complete restoration and I must admit was kind of scary to look at the car after it was totally apart, not knowing if I was capable of putting it back together let alone find the parts. By this time I was Hooked on Buicks. I think I bought every book that was made to help in the restoration. The next year was spent reading and cleaning in every spare moment. It was during this time of frustration that I decided that it would sure help if all of the 37/38 owners could get together and share their experiences and help each other find those hard to get parts. THUS...The 37/38 Buick Club was born. I finished my 37 this spring at 3:00 A.M. the night before leaving for the Buick Nationals in Pa. which was a mistake. The car was about 99% complete with no road testing and the most critical fine tuning done. When we arrived in PA two days later I found that the new Clutch had gone sour, The dash gauges paint all buckled in the sun, The trunk ornament paint rubbed thru and we lost all the bolts to put it on. I also found out you can't clean and wax a car at 10:00 P.M., the night before a show in the light from another cars headlights. I was so frustrated I could have shoved the car off a cliff as it seemed everything I touched went sour. In pure frustration I parked the car and went to our Swap Booth. After cooling off a bit we had a super time. I met several of our Club members and before long I had forgotten all of my car problems. Let that be a lesson to us all..check you car out 100% before going anywhere, especially 800 miles.

After returning to Illinois I started preparing for the next show. To my surprise I spent 37 hours detailing the car for it's first show. I could not believe all of the small things that had been overlooked in our haste to reach the Nationals.

Well I'm proud to say I must have done something right as I have won a First Place award at the last five shows I have entered of which I won my Senior Award at Hershey earlier in October. I put my Baby to sleep over the week end and I hope the winter storage doesn't affect my luck next year. I'm tempted to start another restoration, but I think I need a rest as that was one hell of a project for an amateur. Maybe next year..

Dave Lewis #237

This picture was sent to me by one of our members. It was when we first arrived at Bethlehem after 19 hours driving. God were we tired..... This was at the rear of the Motel & no one seemed to know where we could unload our cars?????

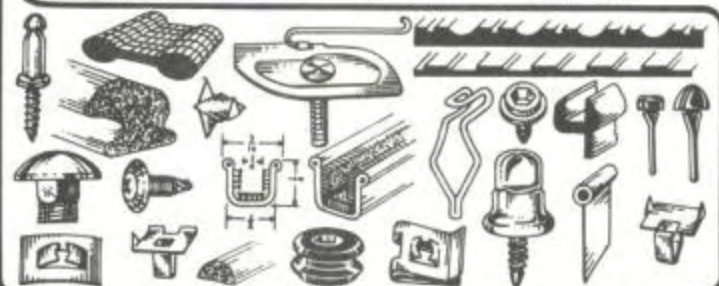


1937 Buick 1938

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- BIAS WELTS & WINDLACE
- FENDERWELT
- HOODLACE
- PANELBOARD & COWLBOARD
- CLIPS & FASTENERS
- MOULDING BOLTS
- SCREWS, CHROME & STAINLESS
- FINISHING WASHERS
- BUMPER BOLTS
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Phoenix, Arizona 85009

PARTS FOR SALE

I have the following Cars To Part Out.

1938 Buick 4-Door "40" Slant Back
1938 Buick 4-Door "40" Trunk Back,
with the Cowl Forward Missing....
1938 Buick 2-Door "40" Trunk Back.

There are many good body and mechanical parts on these three cars, but they do not have glass, grills or hubcaps and they all have poor interiors. They are mostly complete and I would like to trade parts for my 38/90L

Glenn Seymour #345
8 Cedar St.
Potsdam, N.Y. 13676
315-265-6985

NOTE TO MEMBERS.....

Someone sent in a three page list of 37/38 Parts For Sale. It is hand Written, with Pencil, on yellow lined paper. They failed to put their name on any of the sheets. If that person will let me know who they are..I will run their Ad. One of the sheets was a Wanted Ad for a 38 Right side NOS Wiper Trans.

1938 Large Series Motor Complete..
Fits 60-80-90 Series. It is in good running condition with new Rings and Valves Ground. Asking \$225.00

Ray Lawson #16
251 Nottingham
Troy, MI 48098
313-879-7327

38 Parts; Set of Parking Lights for 38, less Lens. \$35 plus Shipping
Radiator for 38/40. The Fan Hit it, but Radiator has been repaired and is O.K., \$45 plus shipping.

Rolland McKenzie #335
3320 Scatterfield Rd.
Anderson, IN 46013

1937 and 1938 Parts....

Spark Plug Cover 40 Ser. \$45
Valve Cover 40 Ser. \$35
Rocker Arm Assembly 40 ser NOS \$100
Hydraulic Lifters, all series, New \$9 ea.
Push Rods (Four) all ser., new \$8 ea.
Fuel Pump 40 ser NOS \$50
Clutch Fork all ser. NOS \$40
Inside Mirror, all ser, Mint, \$30 (closed cars)
Outside Driver Door Mirror, Excel. \$65
Sidemount Name Plates 80/90 NOS \$175
Sidemount Name Plates 40/60 NOS \$150

1938.....

Dashboard Ash Trays, Excel. \$25
Base for Jack, perfect \$20
Mufflers NOS all series \$95
Exhaust Pipe NOS, all series \$85

Bill Truant #344
2602 Churchville Rd.
Churchville, MD 21028
301-879-5343

SERVICE OFFERED.....

Restoring your 1938 Buick Emblems to their original perfection using Factory Colors. Money Back if not 100% satisfied. This service is offered for the following;
1938 Nose Emblem.....\$30
1938 Trunk Emblem.....\$20
1938 Horn Button.....\$30
1938 Ash Tray Faces.....\$10 ea.
1938 Hood Side Script...\$30 pr.

All orders prepaid or if you prefer I will return them C.O.D.

Bill Truant #344
2602 Churchville Rd.
Churchville, Maryland 21028
301-879-5343

1938 Series 40 Valve cover, Cleaned, Painted, with proper color and new decal. Looks Like a New Cover...\$75
1938 Glove Box Door and clock, Fair Cond. \$10
1938 series Starter \$10, Condition Unknown.

Ted Gigler #8
1355 Grove St
San Francisco, CA 94117
415-567-6363

PARTS FOR SALE

37/60 Sidemount Fenders, Inserts & All Mounting Hardware...\$600.00

37 Parking Lights, No Lens and rusty...\$35

37/60 Coupe Trunk Supports \$10 ea.

37/60 Coupe Moldings...\$10 ea.

37/60 Rear Bumper, Rusty \$40

37 Centerline Radio \$90

37 Glove Box Door & Clock \$25

37/60 Coupe Trunk Handle \$15

37 Temp Gauge \$20

37 Amps Gauge \$15

37 Oil Gauge \$15

37 Gas Gauge \$15

37 Steering wheel, no plastic or Ring for horn, Wheel is Repairable \$65

38 Steering Wheel, no Horn Button or Ring \$40

Al McMichael #319

424 Temple Ct.

Woodbury Heights, N.J. 08097

38 40 series semi sized pistons NORS \$60 set

37/38 Clutch & Brake Pads, 40ser only \$5 set

37/38 Universal Accelerator pedals...\$5.00

38 Battery Hold Down NORS...\$12

38 Battery Base to Frame NORS \$12

38/40 series Intake \$8

38 Left Rear Fender, less Gas Door, fits 40/60 series \$15

38 Rear Seat Back Ash Tray. plastic good and chrome good, rusty inside \$2

38 Dash Ash Trays, Rusty, but restorable \$1

38/60 ser Hood Sides \$10 ea.

REFUNDS with no questions asked.. Add 15% for shipping.

Dennis Huber #110

219 Pebble CK

Summerville, S.C. 29483

37 Radio Complete, not working \$125

37 Banjo Steering Wheel, no plastic \$50

37 Century Hood Complete \$100

37 80/90 Nose Skelton \$75

37/60 Windshield Frame \$20

37 Sidemount Covers Complete 40 ser. \$325

37/38 Sidemount Lock Nuts \$7 ea.

Jack Corliss #279

P.O. Box 4391

Downey, CA 90241

213-861-5783

1937 Right Side Headlight Pod, Chrome & Lens...\$30

1937 Radio less Dial, Knobs & Speaker \$45

1937 Front Fender Support Arm \$10

Some Misc. Suspension Parts

Mike Godek #232

7785 Greenleaf Dr.

LaVista, NE 68128

402-339-6951

37 40/60 Front Fenders (Non-welled) \$120

37 60 ser. 4 dr. sdn. Doors Fenders, Hood, Nose and most interior...\$160

37 60/80/90 Motor (Set Up) \$90

37 80 chassis with Rear End & Wheels \$75

37 80 side moldings for hood and front drs, \$30

37 80/90 hood, side panels, nose (less Grills) \$7

37 Radio Grill \$10

37 80/90 Inst. Panel Moldings \$5

37 Large Series Trans, looks good \$80

38 40 ser. intake & Ex \$35

38 40 ser Valve Cover \$20

38 Trunk lid with handle \$40

38 40 ser chassis with R/E, trans, clutch, rocker assembly, block, hood and sides, nose section (less Grills), 2-front doors, one back door, interior and exterior door handles, vent window regulator and garnish moldings..All. For \$125 plus shipping.

Robert Howitt

Rt 4, Box 575

South Boston, VA 24592

518-575-7398

Below is a list of parts the owner is not sure of the model they are from....Items in poor shape will be marked with..*

40/60/80/90/????????????????

Nose Skelton *

Trunk Lid *

Right rear Arm Rest*

Right Front Door *

Left Front Door *

Right Rear Door*

rear leaf springs

front fender support brackets

gas tank

R.F. Vent window

rear bumper brackets

splash pans

PARTS FOR SALE

FROM LAST PAGE.....

Inside window frames
three brake drums
one rear shock
two A-Frames
steering col. and gear box
one grill
9-G/E Bulbs #1021
2-600X16 B/W Tires Good Cond.
2-700X16 W/W Tires New
1-Distributor
1-Water Pump
One Bumper Bracket
1-Trunk Light
2-Map Light Covers for dash
2-Rear Fender Lights
1-Hood Ornament
4-Door Handles
2-Trunk Hinges for 40/60

These Parts were purchased with an 80 series car and I am not sure what model they came off of. Unless you have exact measurements on the parts you need I think these parts should be looked at personally rather than be shipped.

Please contact

Peter Smith #244
8468 Windsor Dr.
Miramar, FL 33025
305-431-5371

37/38 Parts

Garnish Moldings for 37 Century Four Dr. \$25
38-40 Cyl Head \$35
38-40 Short Block & Clutch \$100
37 Heater & Defroster \$50
37 Headlight Shells \$15 ea.
37 Radio for parts \$50
16" Mint Wheel Trim Ring \$25
Early 37 Marvel Carb, Choke, Intake & Exhaust complete, used \$75
Late Marvel Carb & Choke, Used \$150
37 Century Starter \$35
37-40 660 Generator \$35
37-60 Head \$50
37-60 Brake & Clutch Pedal Ass. \$20
37-60 Valve Cover \$15
38-40 Valve Cover \$15
37-60 Rear End Complete \$100

(Next Col.)

37-60 Rocker Arm Assembly \$25
37-38 Ign, Switch & Lock \$20
37 Dash Gauges \$10 ea.
38-40 Clutch Linkage \$15
A lot of misc small parts for 37/38 for motors and trim.

Dave Lewis
1569 Wabash Ave,
Springfield, Ill 62704
217-546-2600

PARTS FOR SALE:

1937 Front Fenders (Non Welled) V-6 \$75 ea.
37 & 38 Transmissions \$125 ea.
37 & 38 Radiators V-6 \$100
37 Radio, Don't know condition \$125
37 Rear Fenders, Good Cond. \$80 ea.

Tony Romero #172
48 Pine Street
Bondsville, Mass. 01009
413-283-7290 Eve.
413-283-7271 Days

1937 and 1938 STAINLESS STEEL CENTER HOOD STRIPS.....

100% Stainless Steel, unlike the original strip which was steel with a skin of Stainless wrapped over the steel.
ALL STRIPS ARE 100% GUARANTEED TO FIT..
PLEASE STATE EXACT YEAR AND MODEL ON YOUR ORDER FOR PROPER FITMENT.

PAYMENT; \$99.00 Post Paid..or (3) Checks postdated one month apart.

ALL SIZES IN STOCK FOR IMMEDIATE DELIVERY

E.A. DePOULI #310
119 Hardenburgh Ave
Demarest, N.J. 07627

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PRICE IS \$7 each.

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BILL HIRSCH CO. 1937-1938 Parts. . .

- **Engine Paint** We carry a Full Line of Engine Enamels. Dark Green, High Gloss For 1937 and 1938 Buicks.....\$12.50 Qt.
- **Hub Caps** We handle the finest 1937 and 1938 Buick Hub Caps. These are the Highest Quality Available.....\$60.00 Ea.
- **Paints** High Quality, High Gloss Pure Nitrocellulose Lacquer, As the Original Buicks were Painted. All Colors Available. \$33 to \$39 Gal.
- **Trim Rings** We Handle one of the Finest 16" Wheel Trim Rings. High Quality SHOW CHROME, Satisfaction Guaranteed.....\$35.00 Ea.
- **Gas Tank Sealer** This Product is used to Seal the inside of Fuel Tanks after they are Boiled Out. Protects Inner Lining.....\$10.00 Qt.
- **Leathers** We handle the Finest Grade Leathers Available. Please send a Sample of your needs for price Quotes.....
- **Upholstery** We also handle a complete line of Convertable Top and Interior Upholstery and Carpets. Call for Samples & Quotes.....



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MEMBER #126



PHONE 201-642-2404

396 Littleton Ave Newark N.J. 07103-27

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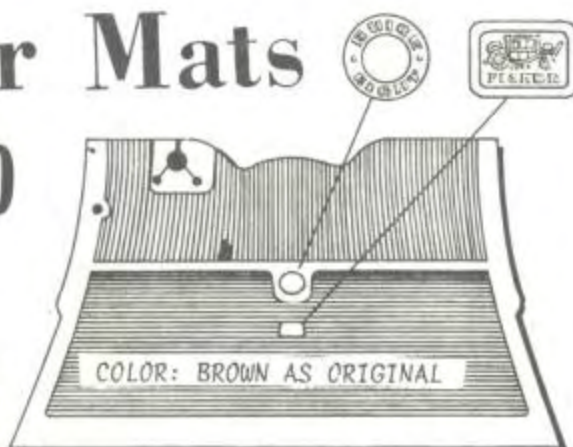
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SATISFACTION
GUARANTEED
EXACT FIT FOR
ALL 40-60 SER.
1937 and 1938

80-90 SERIES FIT WITH COWL PAD MODIFICATION



DAVE LEWIS
1569 WABASH AVENUE
SPRINGFIELD, ILLINOIS 62704
217-546-2600 DAYS ONLY



PARTS WANTED

37-40 Series; Regular or Oil Bath Air Cleaner. Gas Tank Float Assembly, NOS or Very Good Horn Ring, NOS or very good Center Grill Stainless Molding. NOS Hood Ornament. NOS Center Hood Molding and Dash Defroster Vents.

Al Kindberg #337
R.D. 2, Box 48A
Wheeling, W.V. 26003
304-242-5377

38-46S; Need Window Regulator for Left Door with good Teeth.

Larry McCune #308
4332 Parkview Dr.
Lakewood, CA 90712

1937 Series 81;
Front and Rear Bumpers and a Master Cylinder that will Fit this Car..

Allan Cohen #46
325 Stuart Ave.
Downington, PA 19335
215-269-1260

37 Buick; Need a Good Horn Ring

Keith Ladderud #163
Washington State University
Neill Hall, Rm 222
Pullman, WA 99163

1937; Stainless Molding Center Grill and Trunk Hinges for Roadmaster or Limited.

James Hultman #247
2863 Irving South
Minneapolis, MN 55408

38 Buick 80/90 series, need left & Right Hood Stainless Strips on sides, and an Oil Dipstick for 60-80-90 series.

John Koutre #313
1301 Rainbow Dr.
Stevens Point, WI 54481
715-341-6188

1937/41 Series Wanted;
Licence Plate Light Lens for Rear.
Firewall I.D. Plate, only requirement is that it says 37/41. Also need a Gas Tank.

Greg Kramer #143
3696 Poe Rd.
Medina, OH 44256
216-723-3585

1938 Parts Wanted;
60 Series Motor Mounts
Windshield Wiper Switch
Heater Switch
Defroster Switch
Bumper Guards
Bumper Jack
Heater Hose Support Bracket

Al McMichael #319
424 Temple Ct.
Woodbury Heights, N.J. 08097

1938 Series 60 Wanted;
Interior Front Door Plastic Inserts for Window Garnish Moldings. Rear Licence Plate Holder for Coupe.
Right Half of Grill with Good Chrome.
1-15" Wheel
4-15"X7.00 W/W Tires, Used, but Good O.K.
Left & Right W/S Wiper Transmissions with Good Chrome, and Front and Rear Hood Hold down Bolts & Plates.

Ted Gigler #8
1355 Grove St.
San Francisco, CA 94117

1937 40 Series Wanted; Complete Headlight Parts to Change back to Original from a seal beam deal, Lens, Reflectors, and Outside Chrome Rings. Also need 2-16" wheels.

Butch Eichelberger #329
1369 S. Desert Crest Dr.
Tucson, AR 85713
602-624-0635

PARTS WANTED

CARS WANTED:

1938 Buick Century 60 SERIES,
CONVERTABLE COUPE OR SEDAN.
Excellent Restored or Mint
Original Cars Only.....
Contact; Ed Hegarty #147
400 West Gertrude Ave.
Richmond, CA 94801
Phone Mornings; 10:00-12:00
415-232-0197

1938-90L;

Stainless Steel Belt Moldings;
1-Right Hood Strip 58 3/4"
1-Front Door Molding 37 15/16"
1-Back Door Molding 32 3/16"
2-Rear Quarter Moldings 34 1/2"
1- Inside Door Revel Molding Below
Garnish for left front which fits
on the door under the window moldi-g.
1-Trim Strip to fit windshield division
bar rubber for outside of glass which
slides over the steel reinforced rubber
track divider bar.
1-Trunk mechanism which expands to
secure trunk lid when handle is turned.
1-Glass Lens to fit into trunk mounted
licience light.
6-Ivory Bezel Rings for interior window
& Door cranks.
1-Dash Glove Box Door, with Lock.
1-Starter Solinoid
4-Door Sill Plates
Rubber for Rear Quarter Glasses

Glenn L. Seymour #345
8 Cedar St.
Potsdam, N.Y. 13676
315-265-6985

1938-61 Century; Rocker Arms & Shaft,
Push Rods, Rear Trunk Light Lens, Some
Body Moldings, Hub Caps, One Parking Light
Top & Two Lens.

C. Mont Mahoney #162
3911 Parkview
Salt Lake City, UT 84117

37-48 Wanted;

Grill, Air Cleaner, Radio, Cowl Stainless
Strip (5" long), Trunk Handle & Lock,
Glove Box Lock Complete, Voltage Reg.,
Inside Door Handles.

Pete DiPasquale #352
375 Van Beekum Pl., Wyckoff, N.J. 07481
201-891-4899

37-90 Series;

Sidemount Tread Cover, Windshield Molding
inside. Front Fender Brace (Under Park Light).
2-Park Light Lens, AA-2 Stromberg Carb Complete.
Nice Pair of "Limited" Name Plates for Hood.

Jack Corliss #279
P.O. Box 4391
Downey, CA 90241
213-861-5783

1938 Parts Wanted; Radio, Clock, Carbs, small
and Big Series. Grill, Hood Ornament, Rear
Window Chrome Frame for Co-vertable Sedan or
Coupe. Under Dash Auxillary Speaker, Front
center Bumper Emblem. Grill Guard, Running
Board Moldings for all series. Map Light Lens
for all series, Rear Gravel Guard, Trunk Orn-
ament, Hubcaps, Hood Side Name Plates for all
series, Nose Molding, Steering Wheel (N.O.S. or
MINT)

Bill Truant #344
2602 Churchville
Churchville, Maryland 21028
301-879-5343

1937-80 Series; 1-Trunk Hinge, Horn Button and
all parts to attach (Nice Only). Headlight
Reflectors with good Chrome. Shift Knob, Plastic
for inside door handles, Material for or Mint
Straps for rear Assist Straps.

Peter Smith #244
8468 Windsor Dr.
Miramar, FLA 33025

38 Parts Wanted;
Carb and Choke for 40-series. I have an AA-2
for the large series to trade.

Jeff Morris #108
5621 Farms Dr.
Columbus, OH 43213
614-866-2302
614-424-6990

38 Parts Wanted; I need an Original 38 Shop
Manual in Good Condition. Chrome Radio Knob
that says "Local & Long Distance". I will
pay top dollar to find this part....
TERRY TATUM #37 1-405-722-7903

TOO LATE TO CLASSIFY

PARTS WANTED: 1938 Buick Specials

2- N.O.S. 37/38 Century Ring & Pinions,
Group # 1394388 or N.O.S. Self Shifter
Ring & Pinion #1394386

PAUL CUSANO #52
266 Passaic Avenue
Hasbrouck Heights, N.J. 07604

PARTS WANTED: 1937 Century

Inside Window Frames for Two Door Sedan
Radiator for Century

LEE HOPKINS #13
Box 746
Ennis, MT 59729-0746
406-682-4670

PARTS WANTED:

1937 Buick (MINT ONLY) Original
Owners Manual.
Long, Silver Cover, Sales Manual that
shows all models in color
Tool Kit for 37
N.O.S. Licience Plate Chrome Adjustable
Frames.
Any Mint Literature for 37's
N.O.S. Trunk Mat for ser 41 with
Sidemounts.
One Mint, rechromable Sidemount Emblem.
N.O.S. Center Grill Emblem
Oil Bath Air Cleaner for 40 series 37

Dave Lewis, Editor
217-546-2600

PARTS WANTED: Rod or Plunger that resets
diaphragm on side of AAV-2 Carb. that allows
car to start with accelerator.

CONTINUE..

NEEDED: Information about anyone that can
reproduce the Buick Nameplate for Firewall
for Model, Paint, Trim & Body number.

Dennis Russell #240
1749 Graceland Cove
Memphis, TN 38116
901-345-5243

PARTS FOR SALE:

37 Radio, Complete, not working \$125
37 Banjo Steering Wheel, Plastic Gone \$50
37 Century Hood, Good \$100
37 80-90 Nose Skelton \$75
37 Windshield Frame, 60 ser. \$20
37 Side Mount Covers 40Ser. Good Cond. \$325
37/38 Lugs for Sidemount Locks \$7 ea.

CONTINUE....

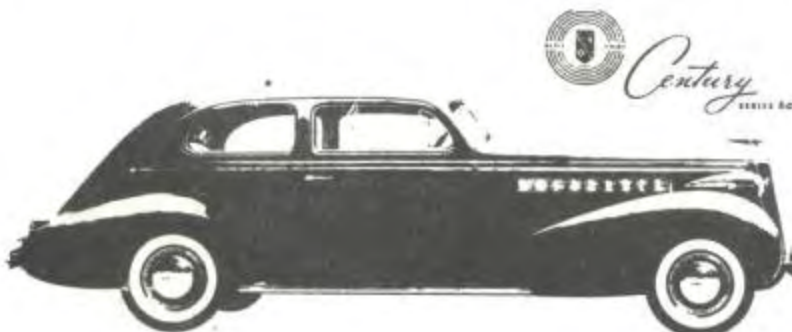
REPRODUCTION PROJECT..LOOKING FOR INTREST

37/38 Sidemount Nameplates. Projected cost
is \$35 ea or \$60 pair. I need at least 60
pair in order to start project. PLEASE SEND
ME A NOTE IF YOU ARE INTERESTED. SEND NO
MONEY NOW..ONLY A NOTE OF INTEREST.....

Jack Corliss #279
P.O. BOX 4391
Downey, CA 90241
213-861-5783

CAR WANTED.....

1937 BUICK MODEL 64 IN RESTORABLE CONDITION...HELP ME FIND THIS CAR...PLEASE!



LEE HOPKINS #13
Box 746
ENNIS, MT. 597-290746
406-682-4670

TOO LATE TO CLASSIFY

PARTS WANTED; 1938 Roadmaster 81

Steering Wheel, Excellent Only
Rubber Pad For Gas Pedal
R/S Splash Pan For Engine
"BUICK 8" Grill Emblem
Wing Vents
Shift Knob
Runningboards complete &
Radio Mounting Pads (2)
Steel Bars to Hold Hood Open
2-Windshield Wiper Blades
Good Working Clock
Good Working Radio
Antenna Cable
Window Crank Plastic
Parking Light Lens
Splash Pan (Lower Grill)

Nick Martrain #348
7035 Airline Highway
Baton Rouge, LA 70805
504-357-3118

PARTS WANTED; 1937 Century Convertible Coupe

Interior Sunvisors
Rumble Seat Step for Bumper
Century Air Cleaner
Rear Fenders
Rocker Panels
Horn Ring
Vacume Starter Switch & Linkage

John Steed #132
6274 Bluff Acres Dr.
Greenwood, IND 46142

PARTS WANTED; 1937 40 Series

REAR MAIN BEARING .020 Federal Mogul
Part Number 9609SB..Will Buy a used one
to have sized if necessary. Urgently
Needed to complete Engine..

Doug Welford #168
1120 7th Ave.
Puyallup, WA 98371
206-848-1670
206-845-8881

PARTS FOR SALE; 90 SERIES

N.O.S. King Pin Set \$65
Frt. Brk Drums, Used \$35 ea.
Frt Backing Plates \$25ea.
Frt Shocks \$25 ea.
Steering Col, Box, Lock & Keys \$125
Engine Splash Pans \$15 ea.
Hood, Minus Left Side Panel \$100
Right Front Welled Fender \$150
Clutch & Brake Pedal Ass. & Mas. Cyl \$55
Front Sway Bar \$35
Front Coil Springs \$40 pr.
All Above plus Shipping

CONTINUE

PARTS WANTED: 1937 90 Series

Right Inside Sun Visor
Rear Folding Foot Rest
Any 90L Literature

Dave Patterson #186
25281 Los Bolsas
Laguna Hills, CA 92653
714-837-2862

PARTS FOR SALE; 1938 Buick

Radios..Have two originals. One with knobs
is \$125 and one without is \$100.
Add \$10 for postage and insurance.

Bob Lockwood #184
93 Pearsall Pl.
Deer Park, N.Y. 11729
516-586-6973
516-293-3830

LITERATURE FOR SALE; 1938

Engineering Information for Factory
(Not Bound).....\$15
1938 Buick Radio Manual for Centerline
and Centerline Dual Radio....\$8
1938 Buick Parts Substitution List,
Great for Swap Meets.....\$2

ALL THREE FOR \$22.50 PP.

PAUL CUSANO #52
266 Passaic Avenue
Hasbrouck Heights, N.J. 07604

TOO LATE TO CLASSIFY

PARTS WANTED:

1-37 Grill Emblem
2-37 Park Light Lens
1-37 40/60 Coupe License Plate
Support Bracket
1-37 Front Bumper, Straight & Rechrome-able.
1-37 SK-24 W/S Wiper Vacuum Motor
1-37-40 Coupe Trunk Handle
2-37 Lower "A" Frames
1-37 Oil Pressure Gauge
1-37-40 Defroster Set-Up
2-37-40 Runningboard Moldings

Michael Godek #232
7785 Greenleaf Dr.
LaVista, NE. 68128
402-339-6951

CARS FOR SALE:

1937 Special Model 46. This Car is now being restored
1938 Special Model 46. This car is also in the process of restoration
I also have a 1937 ser 41 parts car and a 1937 ser. 46 car for parts.
Prices on these cars can be discussed according to the way you would want them.

Vernon Copeland #339
4166 Campbell St.
Glen Avon, CA 92509
714-681-6084

PARTS FOR SALE

I have Rods For The Small Series and The Large series to Convert To Insert Bearings. These Rods are Balanced, and the price is \$150.00 per set, exchange.

Vernon Copeland #339
4166 Campbell St.
Glen Avon, CA 92509
714-681-6084

CAR FOR SALE...BODY MANS SPECIAL CONVERTABLE

1938 46C
1938 41

Convertible: All of the top parts are there. The Floorboards are bad. The right quarter is firm, but has rust out. The left quarter is loose and comes along with the door as the door is pulled open. The bottom of both doors is rusted out. The fenders are all in good shape with the right rear having a few holes at the step pad. The transmission had the cover removed and is rusted beyond repair. The Hood was removed years ago and stored in the barn so it is in good shape. With the car sitting outside all of these years with the hood off everything has rust on it under the hood, but it's all there. The rumble seat cover is good and the spare tire lid is whole, but has surface rust. Radio, Heater & Clock are there, but not working. Radiator and grills are good and the rear bumper is very good. The car has the wrong year Buick engine. I think it is a 1940 motor. In general the car is Rough, But Restorable considering it's worth when completed.

Sedan; This car can be used to restore the convertible as it has the correct drive train that could be rebuilt. The car is mostly void of the goodies, but has a lot of parts to use on the restoration of the coupe.

COMPLETE PRICE FOR BOTH CARS.....\$2,000.00

Contact; Kenneth Bishop
919 Sweet St. NE
Grand Rapids, MI 49505



AUTOMATIC CHOKE SECTION

Model #1990001 and Model #490A....1937 Buicks

AUTOMATIC CHOKE

A Delco-Remy #1990001 choke has been developed for the new Marvel CD-1B carburetor. This model choke is essentially the same as the Model #490-A choke as used with the 1937 Stromberg models AA-1 and AA-2 carburetors, with the exception that the intensity and duration of the "kick" during cold acceleration has been changed. This has been accomplished by the following mechanical changes: (See Fig. 98).

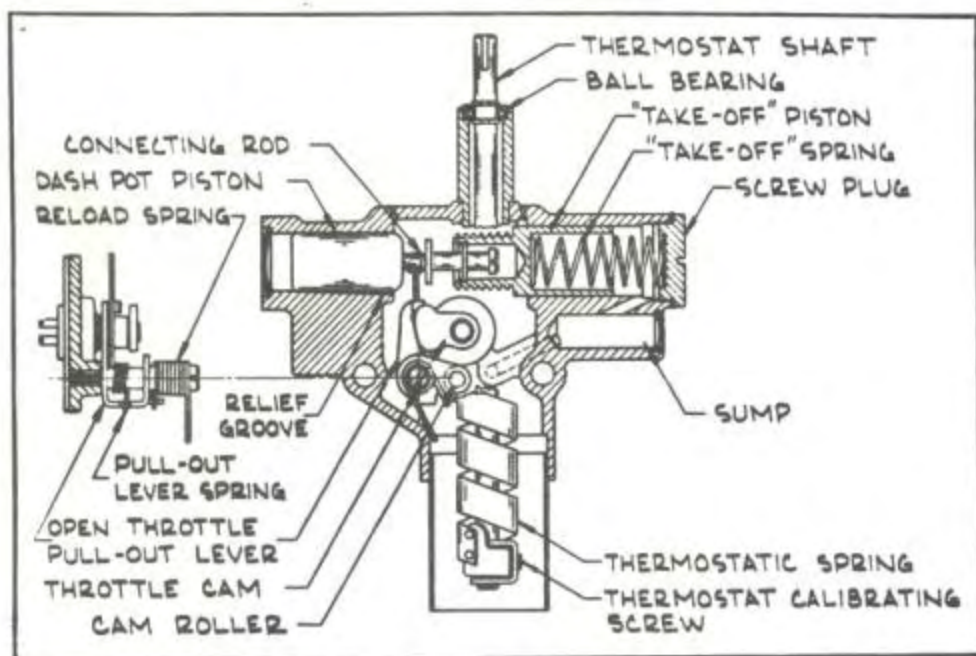


Fig. 98

The piston connecting rod is rigidly fastened to a solid dash pot piston.

The dash pot return spring has been removed from the take-off piston and is replaced with a reload spring which is placed on the pull-out lever fulcrum stud.

The contour of the throttle cam has been altered slightly.

A groove in the dash pot cylinder replaces the port hole.

The pull-out lever and spring have been altered in shape.

The take-off spring is lighter.

The choke thermostat is the same as on the Model #490-A choke.

The temperature calibration is also the same.

After Engine No. 3337705 on the Series 40 and Engine No. 3321130 on the Series 60-80-90, this choke will also be used on all Stromberg carburetor equipped cars.

Some of the first 1937 automatic chokes were found with the snap rings which hold the connecting rod retainer washers in place, not properly seated. See Figs. 3 and 4. When this occurred the vacuum piston or the dash pot or both came loose from the connecting rod.

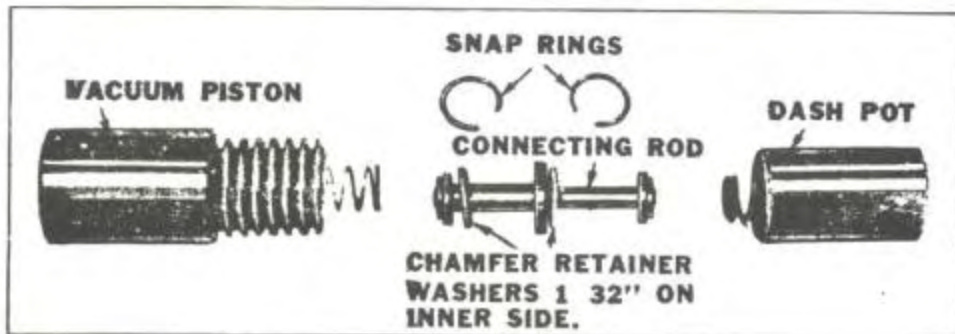


Fig. 3

The condition was caused by the retaining washers being slightly thick and consequently the snap ring groove would not hold both the ring and the washer, therefore, the ring was pushed out.

The effect of this condition is very erratic choke action and in some cases choke was inoperative.

Correction has been made in production and the following procedure should be used in the field when one of these chokes is encountered:-

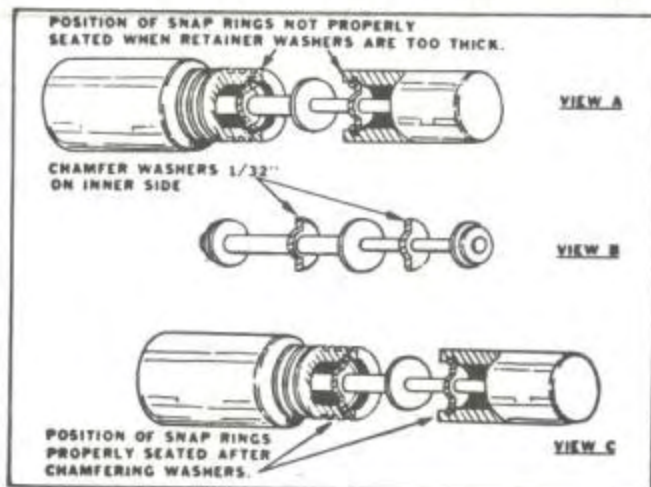


Fig. 4

1. Disassemble the connecting rod and retaining washers from the vacuum piston and dash pot.
2. File a 1/32" chamfer on the inner side of retaining washers. See Fig. 4, View B.
3. Reassemble the rod and retainer, making certain that the snap rings and washers are properly seated (See Fig. 4, View C).

The Parts Department stock of doors for certain models of 1937 Series 40 and 60 is exhausted and future orders for these out-of-stock doors will be filled with 1938 parts.

The 1938 Doors for these two series are interchangeable with the 1937 except in two particulars, as follows:

1. ON THE FRONT DOORS ONLY, the location of the window regulator spindle has been changed so as to increase the clearance between that spindle and the vent regulator spindle. This means that a 1937 door trim pad which already has the holes cut for these two spindles cannot be used on a 1938 door.
2. The 1938 chrome belt mouldings are of a different design from the 1937, and the holes in the outer door panel for the moulding clips are larger and punched lower down on the panel than the holes for the 1937 clips.

As regards Item 1, in order that our customers may not be penalized because of the shortage of 1937 doors, the Factory Parts Department will furnish gratis with each 1938 FRONT DOOR to be used on a 1937 job, a new 1937 door trim pad to match the trim already in the car. This means that whenever a replacement front door is ordered for a 1937 job, the trim combination number of the job must be stated in the order. If it should happen that the body name plate showing this trim number has been mutilated or destroyed, the serial number of the car will enable the trim number to be obtained from the factory records, or a sample of the trim cut from the trim pad which is to be discarded, if attached to the order, will enable the Parts Department to select the proper trim pad.

As regards Item 2, it will be necessary for the dealer when assembling a replacement door, either front or rear, to drill new holes for the 1937 belt moulding clips. To ascertain the proper location of these holes, it will be best to assemble the door on the body, line up the 1937 belt moulding in its proper position, and then lay off the holes for the clips to suit. These holes will of course be smaller than the holes for the 1938 clips and should be spaced between the holes already punched in the door panels.

Some cases of the front hydraulic brake hose wear, through contact with upper end of the front stabilizer link stud threads, have been reported on the 1937 Series 40 and 60 cars.

For correction of this condition, a special link nut, Part No. 1305605, has been released for replacement of the plain link nut, Part No. 5302387. This new nut has a curved top as shown in Figure 11 which covers the stud threads and thus protects the brake hose.

The new nut, Part No. 1305605, should be used for all replacements of the plain nut, No. 5302387 at upper end of the stabilizer link. Part No. 5302387 will still be satisfactory for the lower ends of the link.

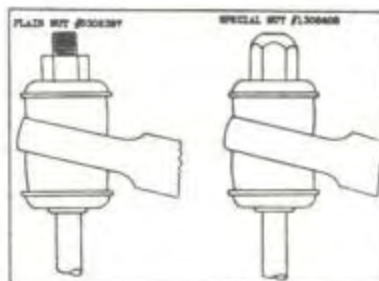


Figure 11

DOOR
REPLACEMENTS
1937-40-60

BRAKE HOSE
(FRONT) WEAR -
1937-40-60

Technical Research

Russ Brennan #71
2743 Werner
Marquette, MI. 498
900-226-8617
Technical Director

Our attention has been called to cases of sticking carburetor throttle shafts, when engine is hot on cars equipped with automatic choke attached to carburetor. This may be caused by the tongue on the end of the throttle shaft being a trifle too long where it engages the choke camshaft. Heat expansion will cause an end thrust on the choke camshaft, consequently, friction on that part will be very high. This may be relieved by assembling an extra choke gasket, Part No. 1300241, between the choke and the carburetor.

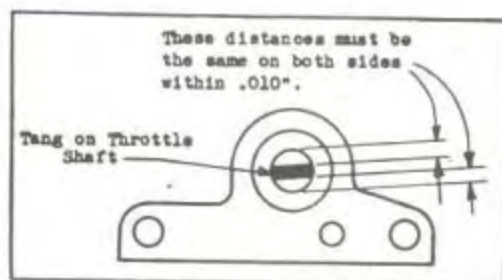


Figure 9

The tang on the carburetor throttle shaft should also be checked for straightness and for being centrally located in the recess of the throttle body in order to prevent side load on the choke camshaft. If bent, it may be relocated by carefully bending back in place with a pair of long-nosed pliers. Figure 9 shows the correct alignment of the throttle shaft in carburetor throttle body.

In cases of excessive oil consumption complaints, a general check on oil level should be made before attempting to make any correction at the timing chain cover, see Dealer Bulletin BPS 2.006, page 331.

Where considerable oil is lost at the crankshaft and timing chain cover, usually indicated by the under side of the engine being smeared with engine oil, it is recommended to install a second type Timing Chain Cover Assembly, Group 0.206, Part No. 1394376, which includes a new type of oil slinger, Part No. 1304305, and crankshaft oil shedder packing No. 1305044. These parts should stop any leak at this location. See Figure 17 which indicates the difference between the first and second type cover assemblies.

Attention is called to the fact that it is absolutely necessary to use the second type oil slinger when installing the second type cover assembly.

The new cover assembly was used during 1937 production from engine No. 43396388 to No. 43396499. It was again effective beginning with engine No. 43396595 until the end of 1937 production.

Only the new cover assembly, Part No. 1394376, will be supplied by the Parts Department.

CARBURETOR
THROTTLE SHAFT
STICKS, ENGINE
HOT - 1937 ALL
SERIES STROM-
BERG - 1937-40
MARVEL CD-1B

TIMING CHAIN
COVER OIL LEAK -
1937-40

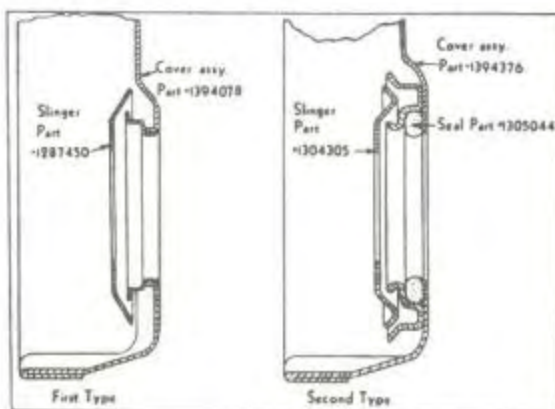


Figure 17

Technical Research

Paul Brennan #71
2743 Werner
Marquette, MI. 498
906-226-8617
Technical Director

1938 ACCESSORIES

Deluxe Heater	List Price
Master Heater	\$18.95
Dual Windshield Defroster	13.95
Centerline Radio	8.95
(Factory Installed, \$63.00)	59.75
Centerline Dual Radio	87.50
(Factory Installed, \$70.75)	
Centerline Radio in Rear Compartment (Model Lineoutline)	
Deluxe Modern Seat Covers:	
Front Seat—Series 40 or 90 4-Door	8.40
Rear Seat—Series 40 4-Door	6.55
Front Seat—Series 60 4-Door	9.35
Rear Seat—Series 60 4-Door	8.40
Front Seat—Series 40 or 90 2-Door or Coupe	6.55
Rear Seat—Series 40 or 90 2-Door	10.50
Front Seat—Series 60 or 90 Sedan	14.00
Rear Seat—Series 60 or 90 Sedan	14.00
Invisible Bug Screen	.35
Twins Radiator Grille Covers	1.35
Center Grille Guard	1.95

FACTORY INSTALLED SPECIAL ACCESSORIES

Self-Shifting Transmission	List Price
Oil Bath Air Cleaner	\$100.00
Special Paint	10.00
Rear Compartment Watch (Models 80C, 91 and 97)	40.00
	15.00

SIX-WHEEL EQUIPMENT

2 Metal Tire Covers	List Price
2 Tire Locks	\$45.00
2 Fender Wells	60.00
2 Side Tire Carriers	

COLOR OPTIONS

Color	Body Color	STANDARD ON ALL SERIES	OPTION NO. 1	OPTION NO. 2
Black	Black	Black	Black	Black
515 Bamberndt Black	Black	Black	Black	Black
516 Grainsborough Blue	Blue	Blue	Blue	Blue
517 VanGogh Green	Green	Green	Green	Green
518 Tildon Maroon	Maroon	Maroon	Maroon	Maroon
519 Borticelli Blue	Blue	Blue	Blue	Blue
520 Whistler Grey	Grey	Grey	Grey	Grey
521* Homer Grey	Grey	Grey	Grey	Grey
522 Coast Beige	Beige	Beige	Beige	Beige
523 Vanduyck Brown	Brown	Brown	Brown	Brown
524 Raphael Green	Green	Green	Green	Green

*Double red wheels when red leather upholstery is used.

STANDARD ACCESSORIES INCLUDED IN LIST PRICE

1. All Series—Bumpers and Bumper Guards, Spare Tire and Tube.
2. Series 80-90-90—Electric Dash Watch, Chrome Wheel Rings, License Plate Frames, Flexible Steering Wheel and Special Gear Shift Knob.
3. All 90 Series—4 Ply White Side Wall Tires.
4. Models 40C, 46C, 48C, 49C and 80C—4-Ply White Side Wall Tires.
5. All 90 Series and Model 91T—Rear Compartment Watch.

EXTRA GROUP ACCESSORIES (Series 40 Only)

Chrome Wheel Rings	List Price
License Plate Frames	\$20.00
Electric Dash Watch	22.00



1938

BUICK

PRICES
COLORS
EQUIPMENT
ACCESSORIES
TERMS

Technical Research:

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2343 Werner
Marquette, MI. 49855
906-226-8617

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317-644-3855

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2300 E. Higgins #206
Elk Grove Village, Ill 60007
37-80F (6)
312-439-4111

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301-879-5343

Glenn L. Seymour #345
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38-90
315-265-6985

Woodie Roberts #346
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Sumiton, ALASKA 35148
38 Coupe
205-648-5221

Frank Feno #347
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415-588-0178

Nick A. Martrain #348
7035 Airline Hwy
Baton Rouge, LA 70805
38-90
504-357-3118

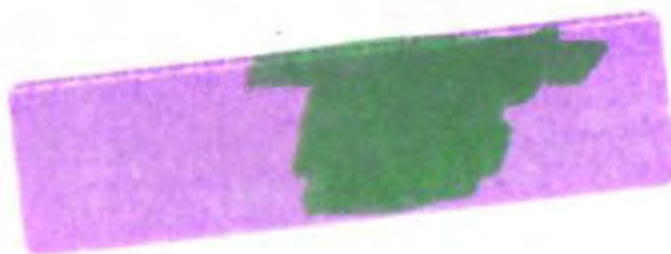
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716-637-3999 (O)

Bob Trueax #351
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Danville, CA 94526
38-66C
415-837-0784 (H)
415-786-1312 (O)

Pete & Terry DiPasquale
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Wyckoff, N.J. 07481
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201-891-4899

George Hanna #353
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